

POCAHONTAS COUNTY

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Laughlin, Thomas Gammon and John D. Hamilton were named as directors. A resolution committee proposed that the company borrow money to pay outstanding debts; that the tolls be applied to the payment of debts; that owing to present pecuniary embarrassments of the company, that the president and directors be allowed one dollar per day for services; that the Board of Public Works be asked if the treasurer be entitled to two per cent for handling the State's subscription; that the board of directors and other officers of the company pass toll gates without paying when on official business. A resolution asking the State to name other directors than Samuel V. Gatewood and William C. Price failed of passage.

The meeting then adjourned until Wednesday, after the first Tuesday in September, 1839. That was the end of the record.

West VI-

Point of interest

Road leading to Cranberry Glades Oct 22, 1937

Letter from State Road Commission 252 words

Pocahontas

The Glades 30 miles from Richwood by
fire protection trail constructed by CCC.
A description of this road at time
of this letter.

is subjected to heavy washings two or three
times a year.

SECRETARY

THE STATE ROAD COMMISSION OF WEST VIRGINIA

DEPARTMENT OF INFORMATION
1340 WILSON STREET
CHARLESTON

MRS. LOIS FORD
CHIEF OF DEPARTMENT
OF INFORMATION

October 22, 1937

Mr. John L. Stender
State Director
Federal Writers' Project
312 Smallridge Building
Charleston, W. Va.

Dear Mr. Stender: .

The questionnaires received today. We are re-laying them to the District Engineers to be filled out and will send them to you as soon as they are returned to this office.

In reply to your inquiry of several days ago, about the location of the C. C. C. road from Richwood to the Glades, we have the following information:

The Glades are approximately thirty miles from Richwood by the fire protective trail constructed by the C. C. C. The road leaves Richwood near the mouth of the North Fork of the Cherry River and climbs gradually up the left side of the river until it reaches the divide between the Cranberry River and the North Fork of the Cherry River, thence down Barrenshe Run to the Cranberry River and follows up the river to the Forks of Cranberry, a distance of twenty-five miles from Richwood. From this point into the Glades, a distance of five miles, the road travels over an abandoned railroad grade. This is not the permanent location for the proposed road to the south Fork of Cranberry and little has been done to the last five miles except to throw the ties from the grade and grade it to make it possible for trucks to be used in the event of forest fires in hauling men to the region. Since this railroad grade is below the high water level it is subjected to heavy washings two or three times a year. The last five miles is not a

Mr. John L. Stender

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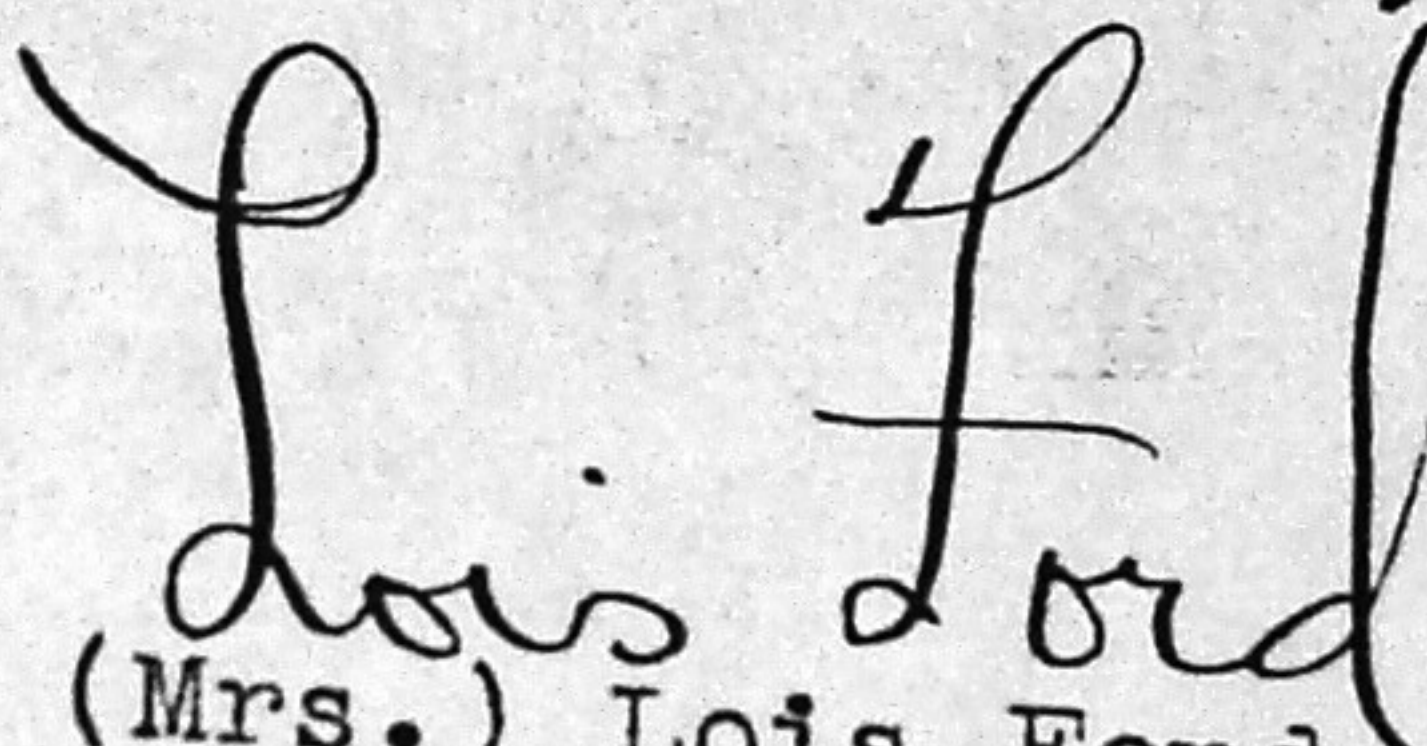
October 22, 1937

Re: Cranberry Glades Road

desirable road to drive passenger cars over. Since this C. C. C. road runs through an area of high fire hazard, it is closed to public traffic at a point twelve miles from Richwood during the spring and fall months and at such other times as weather conditions make it desirable. The earth construction without surfacing results in the road being impassable during the winter months. One other feature: It is necessary to ford the River at Cranberry Run half-way between the Forks of Cranberry and the Glades.

We hope this is the desired information.

Very truly yours,


(Mrs.) Lois Ford, Chief
Department Of Information

Ford/jd